

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 99.28**WELDING INSPECTION REPORT****Resident Engineer:** Casey, William**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-026935**Date Inspected:** 15-Dec-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Watson Bowman ACME**Location:** Buffalo, NY**CWI Name:** Reno Davis, John Crabtree**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** Seismic Joint Hinge A**Summary of Items Observed:**

On this date, Quality Assurance Inspector's (QAI) Kenneth Riley and Kevin Sullivan along with Resident Engineer Bill Casey Structural Materials Reps Nina Choy and Bahjat Dagher was present at the Watson Bowman Acme Corporation (WBA) facility, as requested, in Buffalo, New York to observe fabrication activities of the Seismic Expansion Joint Hinge A lanes for the San Francisco Oakland Bay Bridge (SFOBB) project.

This (QAI) Inspector along with the above personnel met with Watson Bowman Acme Corporation (WBA) Quality Control Manager (QCM) Greg Ross, Watson Bowman Quality Control Supervisor John Miller, and ABF Quality Control personnel Reno Davis for meetings and tour of the facility to address recent issues pertaining to the seal weld issue. It was determined that due to WBA placing the seal weld at the face of the stiffeners to top plate's fillet weld locations. WBA is going to remove the seal weld using a 1/16" cutting disk and cutting this weld up to 6mm deep and using Die Penetrant (information only) to prove that they have reached the transition zone. WBA stated that approximately 25% of these locations may need to go deeper up to 9mm to achieve the transition zone. Caltrans has informed WBA that an RFI would need to be generated with this issue. But due to the depth that is being requested there are reservations concerning the process. It was relayed that if WBA could not achieve the transition zone at this depth they would need to weld this zone back flush. This would also need to have Caltrans and designs approval for this process in the RFI. The seal welds at the Partial Joint Penetration welds located at the Stiffener to bottom plates, the seal welds did not need to be removed. WBA welding personnel did perform the cutting of the seal welds at this location for two of the CA2 channel boxes. It was determined that WBA would repair these areas on these Channels by tapering the face of the stiffener 25mm vertically from the seal weld location to a depth of 6mm (the depth of the removal) in lieu of welding the locations. WBA informed Caltrans personnel that WBA's intention is to start shipping deck plates from regal paint to the job site in Oakland

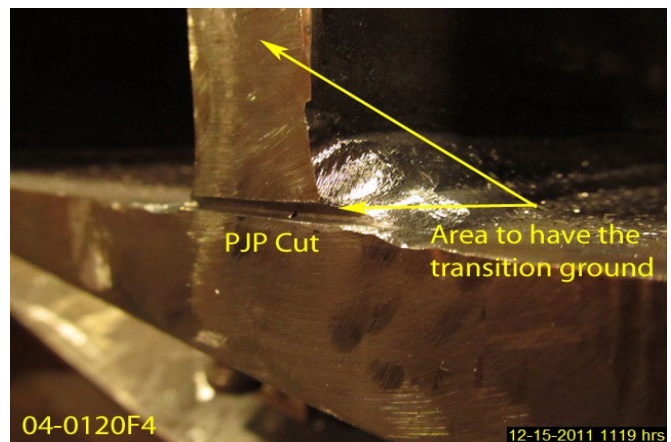
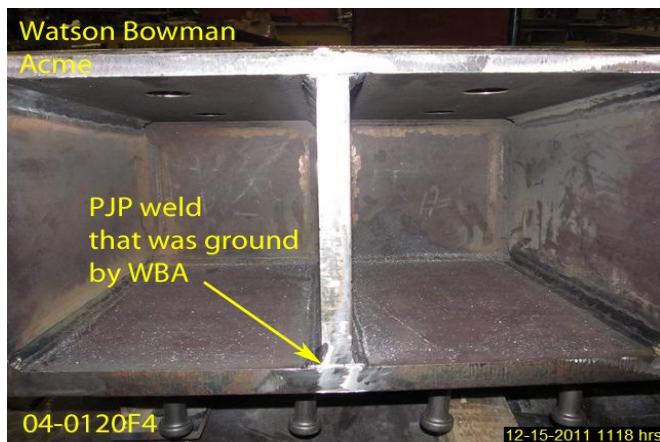
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California the week starting 12/27/11.

This QAI along with the Caltrans engineers went to both Eagle Fabrication and KDM Die Inc. for a tour of both facilities. The representatives for both location gave an in depth tour of their facilities in relations with the SFOBB project and the history of each facility. KDM is the Subcontractor to WBA who is responsible for the machining of the Deck Plates required for the Seismic Joint A. And Eagle Fabrication has been responsible for the flattening and adding the 19mm taper to the support plates.

Later in the day this QAI met with QAI Kevin Sullivan for the purpose of training Mr. Sullivan on the departments PMIV system and to go over key areas related to the contract documents and requirements.



Summary of Conversations:

Basic conversation, fundamental to completion of the tasks at hand, occurred between this QAI, ABF QC, and WBA personnel .

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Nina Choy 510-385-5910, who represents the Office of Structural Materials for your project.

Inspected By: Riley,Ken

Quality Assurance Inspector

Reviewed By: Levell,Bill

QA Reviewer